**Amendments to the Specification:**

Before paragraph [0001], please add the following <u>new</u> text:

<u>CROSS-REFERENCE</u>
<u>     This application is the US national stage filing of International Application No. PCT/DE2005/000337 filed March 1, 2005, which claims priority to German patent application no. 10 2004 013 403.0 filed March 18, 2004.</u>

<u>TECHNICAL FIELD</u>

Please add the following <u>new</u> section heading after paragraph [0001]:

<u>BACKGROUND ART</u>

Please add the following <u>new</u> section heading after paragraph [0004]:

<u>SUMMARY</u>

Please replace paragraph [0006] with the following amended paragraph:

This object is solved by the actuation device ~~having the features of claim 1. Preferred embodiments are provided by the dependent claims~~ <u>for a flap element of a variable top receptacle having at least one wall element that is pivotable between a first and a second position. The actuation device preferably comprises a fixedly borne spring element that traverses a point of maximum elastic deformation between its first and second position by interacting with the wall element during pivoting of the wall element.</u>

Please add the following <u>new</u> section heading after paragraph [0009]:

<u>BRIEF DESCRIPTION OF THE DRAWINGS</u>

Please add the following new section heading after paragraph [0013]:

DETAILED DESCRIPTION OF THE INVENTION

Please replace paragraph [0017] with the following amended paragraph:

A cam-shaped lever element 32 is provided on the wall element 22. The lever element 32 is rigidly connected with the wall element 22 at the pivot axis of the wall element and protrudes from the wall element 22 in a direction perpendicular to the pivoting plane of the wall element 23 [sie, 22] (the direction perpendicular to the plane of the drawing in Figs. 2 and 3). The lever element is provided with two substantially planar side surfaces 32a, 32b that lie perpendicular to the plane of the pivoting movement and define an angle $\gamma$, preferably $0° < \gamma < 90°$. The two side surfaces 32a, 32b are connected by a curved surface 32c (circular cylinder segment) that likewise lies perpendicular to the plane of rotation, so that a pointed, sharp-edged junction between the side surfaces 32a, 32b is not provided.

Please replace paragraph [0019] with the following amended paragraph:

[0019]  A bracket 36 is provided between the wall element 22 and the lever element 32 in the illustrated embodiment, which bracket 36 is substantially L-shaped in the top view of Figs. 2 and 3 and is fixedly borne, i.e. translationally and rotationally unmovable, on the vehicle chassis, e.g., on the rear lid 14. Thus, during a pivoting movement of the wall element 22 and the lever element 32, the bracket 36 does not pivot therewith. The leaf spring 34 is affixed to the bracket 36 at a first connection point 37. It is designed as a strip-shaped leaf spring 34, wherein its opposing end is accommodated in a guide 38 so as to be displaceable in the longitudinal direction, so that a portion of the leaf spring 34 remains in the guide and does not shift similar to the free end of a fixed beam when the leaf spring 34 is pressed by the lever element 32 during the pivoting movement of the wall element 22. Rather, only an elastic flexing of the leaf spring 34 is possible. The strip-shaped leaf spring 34 substantially conforms to the shape of the bracket 36, i.e. it is also L-shaped and/or curved. The leaf spring 34 is preferably curved such that its radius of curvature is opposite to

the curvature of the junction region 32c of the ~~bracket [sic,~~ lever element] 32. The bracket 36 and likewise the leaf spring 34 are, however, not limited to the illustrated shapes. To the contrary, all shapes are conceivable for the bracket 36 as well as for the spring element 34, as long as the desired interaction with the lever element 32 and/or the wall element 22 is possible. The shape and the form of the lever element 32, the bracket 36, the wall element 32 as well as the leaf spring 34 are thereby adapted to the neighboring vehicle components, such as e.g. a panel 16, so that they do not strike or hit the neighboring components when moving.